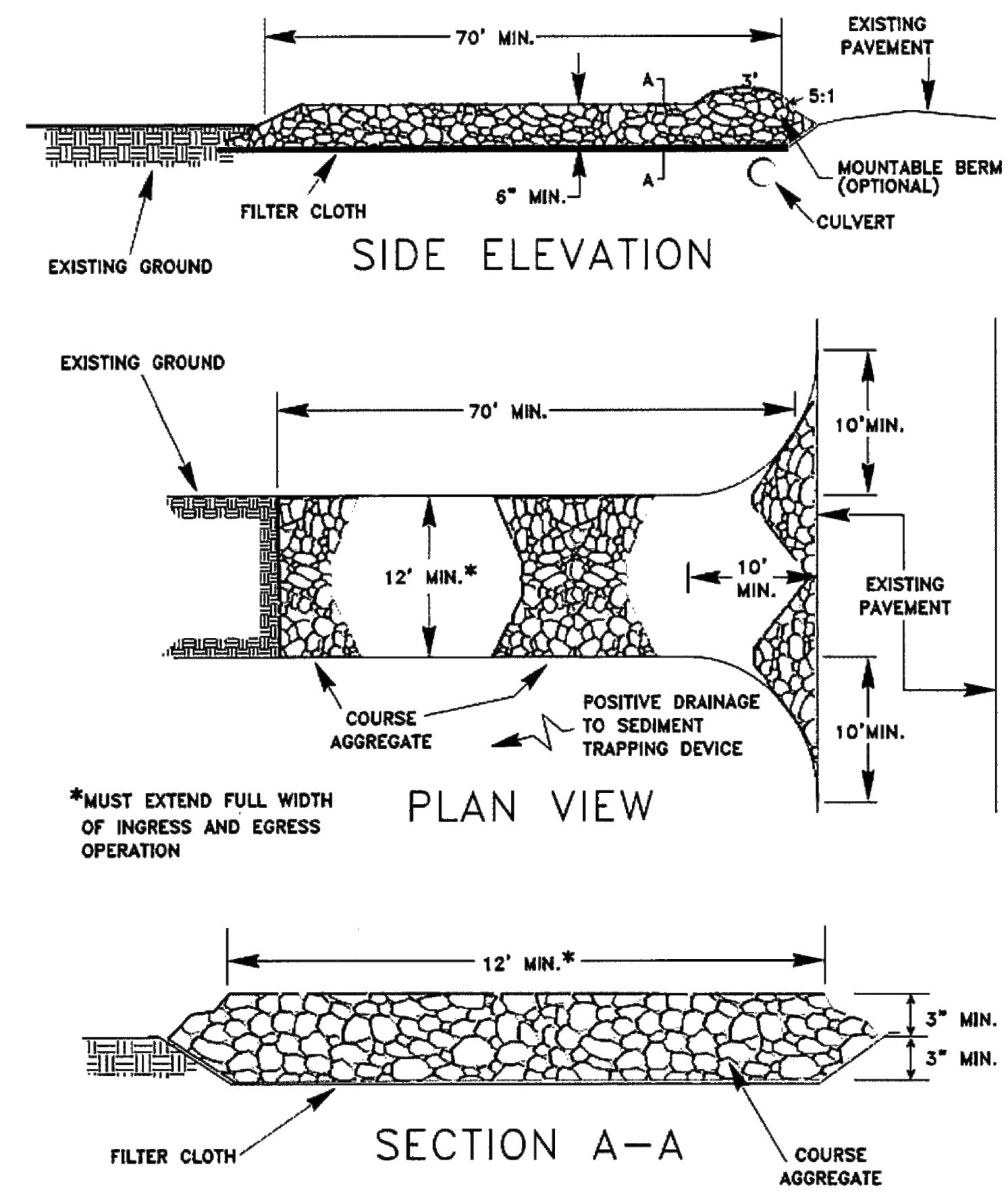


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FIGURE 3.02.1

STONE CONSTRUCTION ENTRANCE

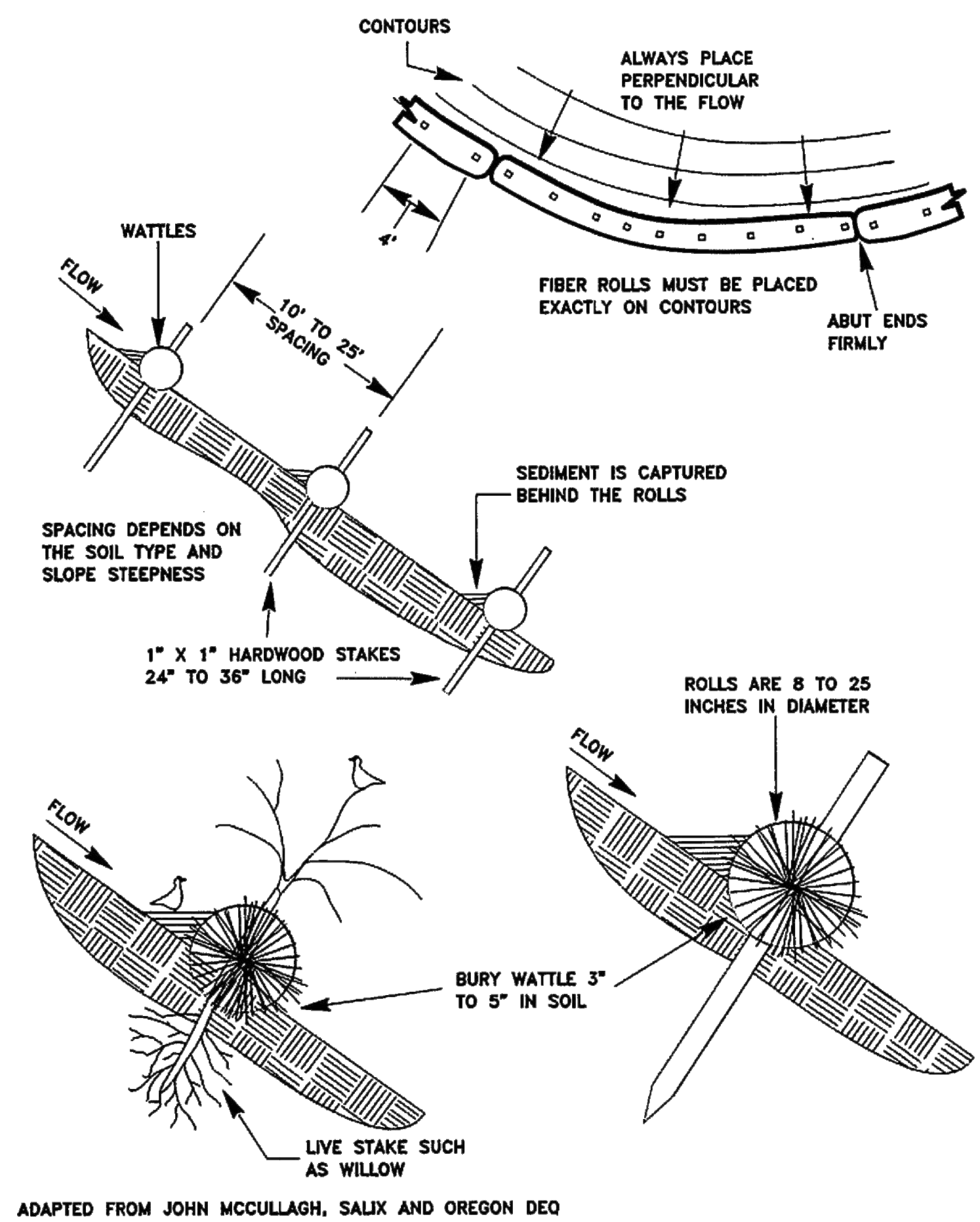


SOURCE: ADAPTED FROM 1985 Maryland Standards for Soil Erosion and Sediment Control and Va. DSWC

STABILIZED CONSTRUCTION ENTRANCE 3.02-1

FIGURE 3.06.1

WATTLES

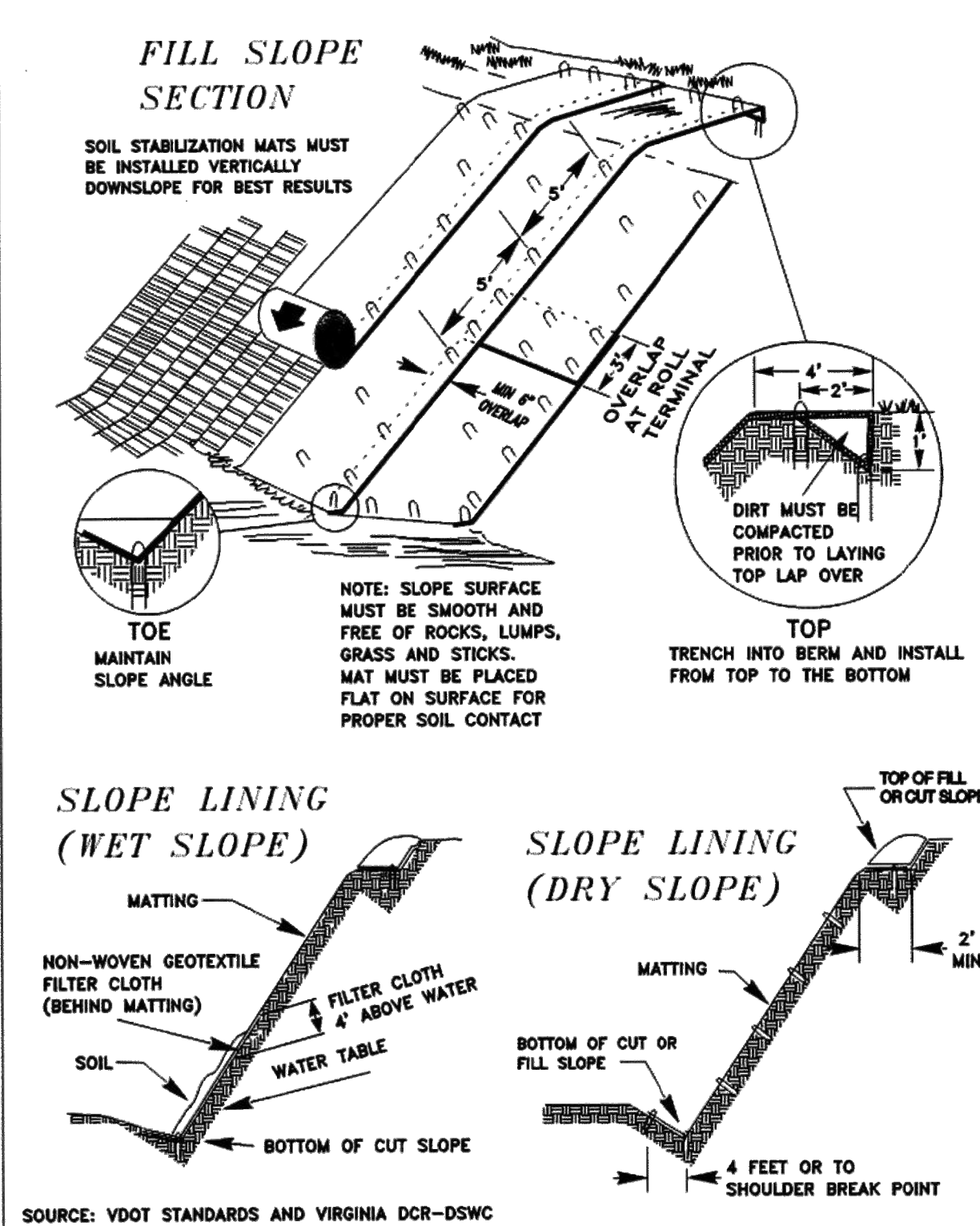


ADAPTED FROM JOHN MCCULLAGH, SALIX AND OREGON DEQ

WATTLES 3.06-1

FIGURE 3.13.2

ROLLED EROSION CONTROL PRODUCTS

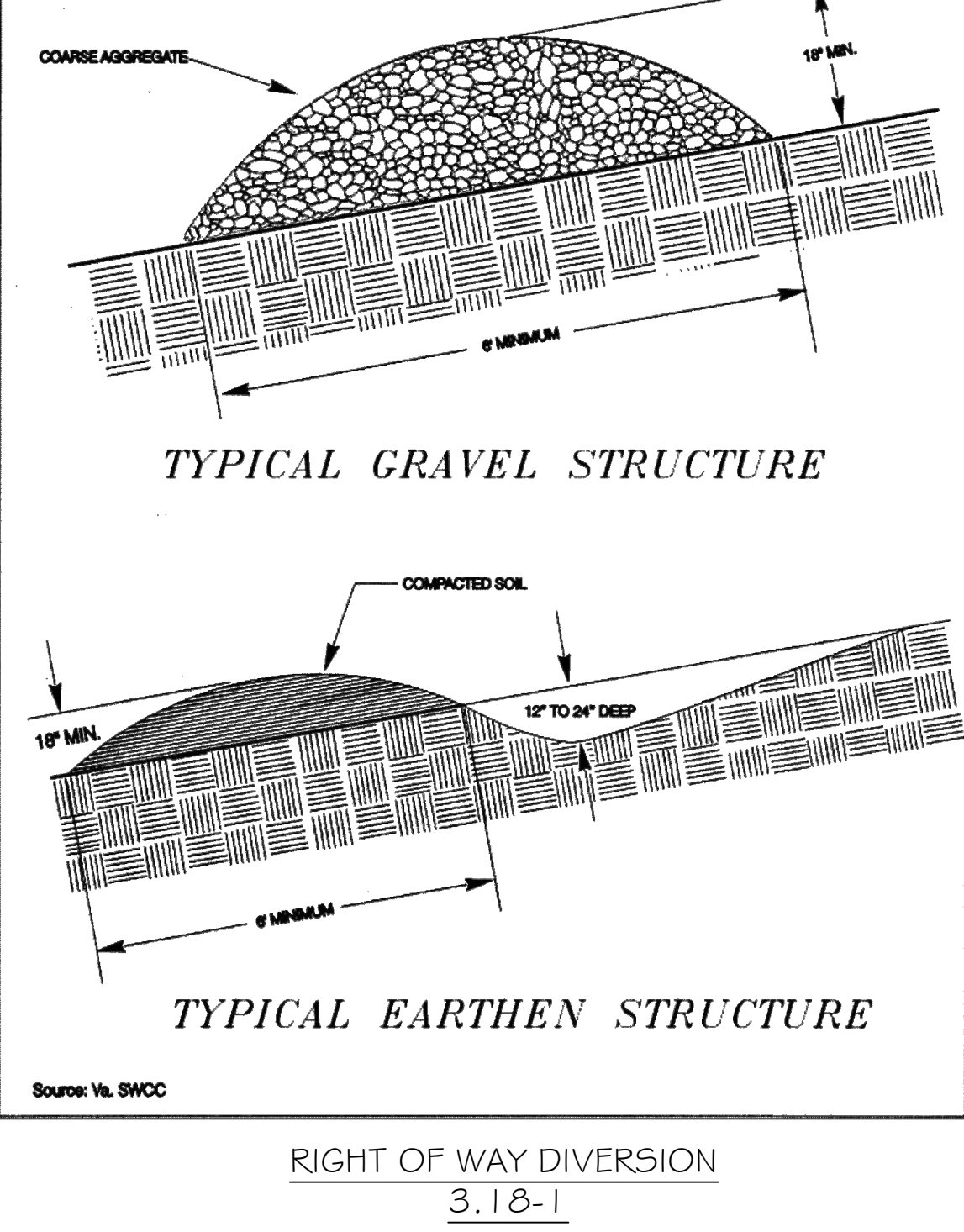


SOURCE: VDOT STANDARDS AND VIRGINIA DCR-DSWC

ROLLED EROSION CONTROL PRODUCTS 3.13-2

FIGURE 3.18.1

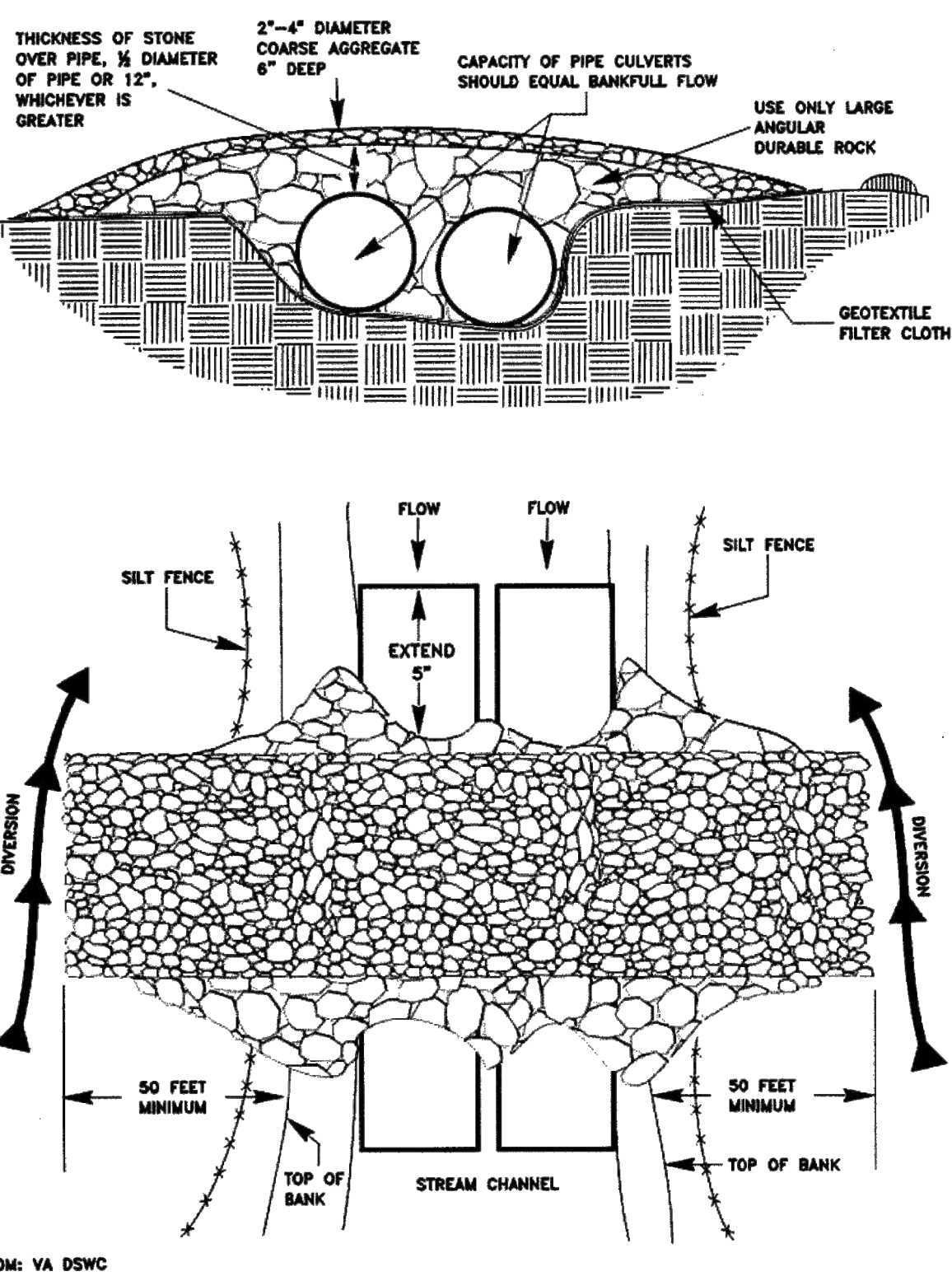
RIGHT-OF-WAY DIVERSIONS



SOURCE: Va. SWCC

RIGHT OF WAY DIVERSION 3.18-1

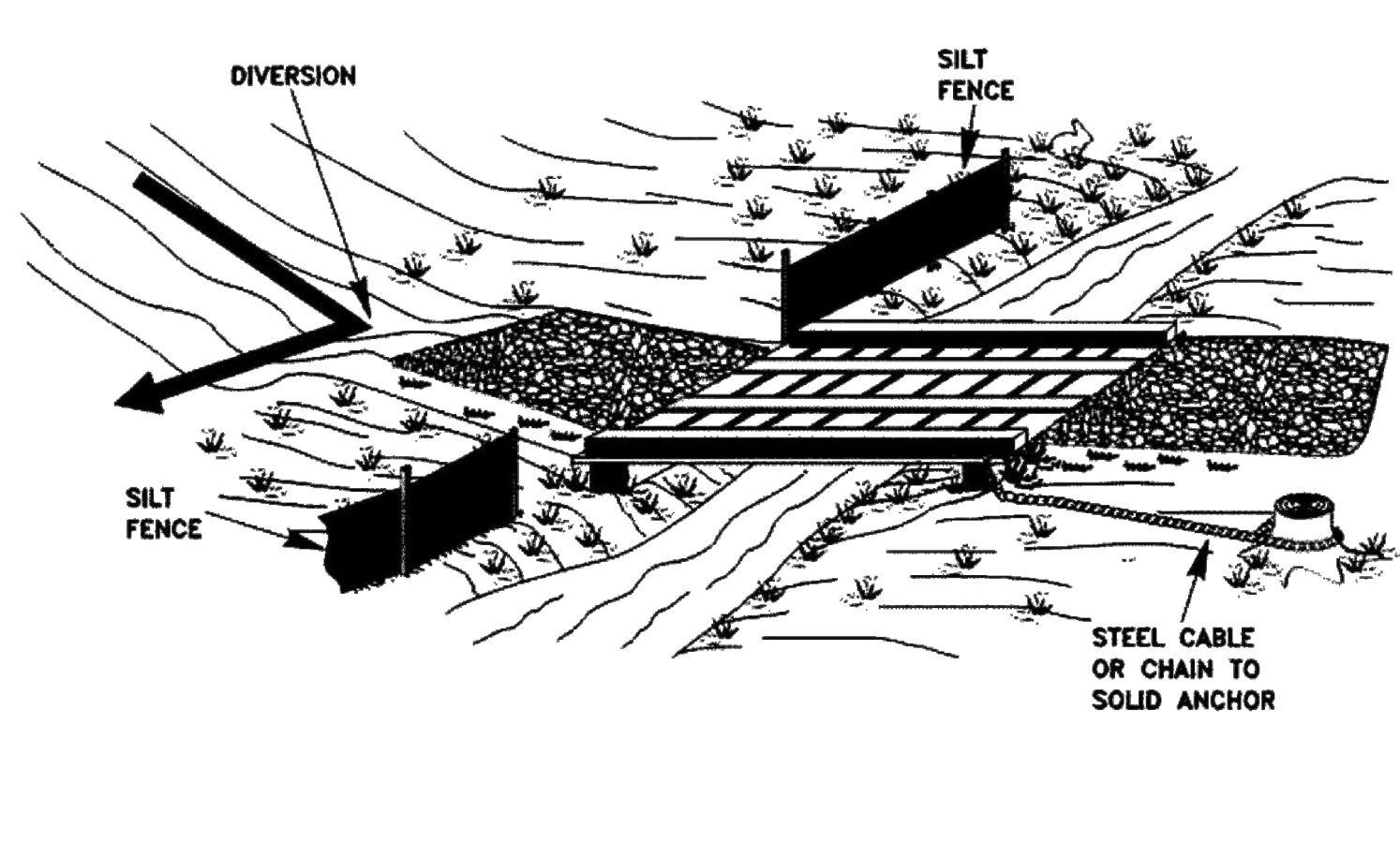
CULVERT STREAM CROSSING



FROM: VA DSWC

INSTREAM BMPs 3.21-1

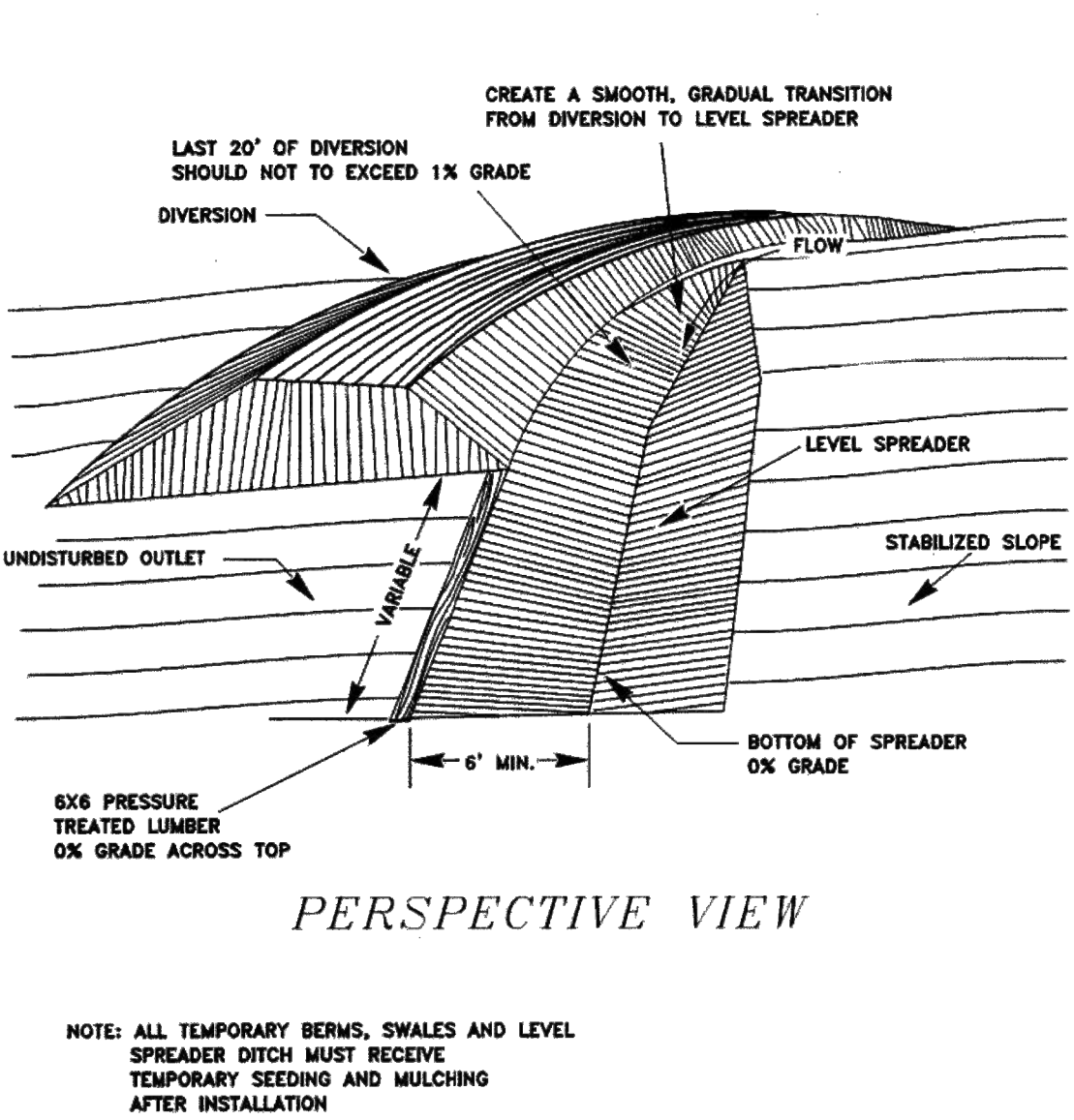
TEMPORARY BRIDGE CROSSING



INSTREAM BMPs 3.21-1

FIGURE 3.19.1

LEVEL SPREADER



NOTE: ALL TEMPORARY BERMS, SWALES AND LEVEL SPREADER DITCH MUST RECEIVE TEMPORARY SEEDING AND MULCHING AFTER INSTALLATION

SOURCE: ADAPTED FROM N.C. E&S Control Planning and Design Manual and VA DESCI

LEVEL LIP SPREADER 3.19-1

Table 6.40a  
Minimum Dimensions for Level Spreader

Design Flow cfs	Entrance Width	Depth	End Width	Length
0-10	10	0.5	3	10
10-20	16	0.6	3	20
20-30	24	0.7	3	30

PROJECT: TRANSMISSION LINE REBUILD PROJECT TL 550  
PHASE 3  
APPLICANT: VIRGINIA ELECTRIC AND POWER COMPANY

DETAILS

PENDLETON COUNTY, WEST VIRGINIA

REVISIONS:

PROJECT STATUS

DATE DESCRIPTION

PROJECT MANAGER: KA

DESIGNED: KJA

DRAWN: KJA

JOB NUMBER: 5641.48

DESIGN TYPE: DESIGN PLAN

DATE: 05/10/2021

SHEET NO:

4 OF XX

**ores**  
5367 TELEPHONE ROAD, WARRENTON, VIRGINIA 20187  
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WWW.ORES.US







DOMINION ENERGY SITE PREPARATION PERFORMANCE SPECIFICATIONS - WEST VIRGINIA

PREFACE

IT IS THE INTENT OF THESE SPECIFICATIONS TO HAVE A COMPLETELY PREPARED SITE FOR THE CONSTRUCTION OF AN ELECTRICAL FACILITY AT THE COMPLETION OF THE "WORK" AS INDICATED ON THE DRAWINGS, SPECIFICATIONS, OR OTHER DOCUMENTS PROVIDED.

THE REGULATIONS OF ALL LOCAL, STATE, OR FEDERAL GOVERNMENTAL BODIES HAVING JURISDICTION OVER THE WORKING AREAS SHALL BE OBSERVED AT ALL TIMES.

ANY SPECIFICATIONS OR INSTRUCTIONS APPEARING ON THE DRAWINGS SHALL HAVE PRECEDENCE OVER THE WRITTEN SPECIFICATIONS WHICH APPEAR HEREIN. IN THE EVENT THAT A DISCREPANCY OR OMISSION HAS OCCURRED, DOMINION SHALL BE CONSULTED FOR RESOLUTIONS.

ALL "WORK" SHALL BE PERFORMED IN A MANNER CONSISTENT WITH THE BEST PRACTICES OF THE TRADES INVOLVED.

ALL "WORK" SHALL BE PERFORMED WITHIN THE LIMITS OF THE PROPERTY / RIGHTS-OF-WAY SHOWN ON THE DRAWINGS. THE CONTRACTOR WILL RECOGNIZE AND ABIDE BY ALL TERMS AND CONDITIONS OF PERMITS, EASEMENTS, AND AGREEMENTS RELATING TO THE PROJECT.

CLEARING AND GRUBBING

LIMITS FOR CLEARING AND/OR GRUBBING SHALL BE AS DEFINED ON THE DRAWINGS.

CLEARING SHALL CONSIST OF REMOVAL AND DISPOSAL OF BRUSH, DOWNED TIMBER, LOGS, STANDING TREES AND SNAGS, OTHER GROWTH AND ANY ITEMS THAT WOULD INTERFERE WITH CONSTRUCTION OPERATIONS.

GRUBBING SHALL CONSIST OF REMOVAL AND DISPOSAL OF STUMPS, BURIED LOGS, ROOTS GREATER THAN ½ " DIAMETER, AND ANY OTHER ORGANIC MATERIAL BELOW THE GROUND SURFACE. ALL CLEARED AREAS WILL BE GRUBBED UNLESS OTHERWISE NOTED.

DISPOSAL OF CLEARED/GRUBBED MATERIAL BY BURNING SHALL ONLY BE USED WHEN WRITTEN APPROVAL IS OBTAINED FROM LOCAL AUTHORITIES AND DOMINION. OTHERWISE, DISPOSAL SHALL BE BY METHODS APPROVED BY THE GWNF OR OUTSIDE THE LIMITS OF GWNF LAND.

PER THE PROJECT'S ENVIRONMENTAL ASSESSMENT: WITHIN THE ROW, AT CRANE PAD SITES OUTSIDE THE ROW, AND WITHIN THE ROW TO ACCOMMODATE NERC CONDUCTOR-TO-GROUND CLEARANCE STANDARDS: TREES ARE FELLED, TRIMMED AS NEEDED, MOVED AWAY FROM THE CLEARED AREA, AND LEFT ON SITE.

TREE CLEARING FOR CONSTRUCTION OF TEMPORARY OR PERMANENT ROADS: TREES ARE FELLED, TRIMMED AS NEEDED, AND EITHER LEFT IN PLACE BELOW THE ROAD OR CHIPPED. TREES WITH DBH LESS THAN 7 INCHES ARE CHIPPED AND SCATTERED INTO THE WOODS TO A DEPTH OF NO MORE THAN 2 INCHES TO PREVENT A MULCHING EFFECT.

TREE CLEARING FOR CONSTRUCTION OF TEMPORARY AND PERMANENT ROADS, WITHIN THE SHENANDOAH MOUNTAIN CREST (MA 8E7) AND ADJACENT WETLANDS, RIPARIAN AREAS, OR KNOWN LOCATIONS OF THREATENED, ENDANGERED, OR SENSITIVE SPECIES: TREES ARE FELLED, TRIMMED AS NEEDED, MOVED AWAY FROM THE CLEARED AREA, AND LEFT ON SITE. NO CHIPPING OR SPREADING OF CHIPS IS PERMITTED WITHIN THESE SENSITIVE AREAS.

TOPSOIL

ALL TOPSOIL AND SURFACE SOILS CONTAINING ORGANIC MATERIAL SHALL BE REMOVED FROM THE GRUBBED AREA. TOPSOIL SHALL BE STOCKPILED FOR FUTURE USE IN APPROVED LOCATIONS UNLESS OTHERWISE SHOWN ON THE DRAWINGS.

TOPSOIL SHALL NOT BE USED AS, OR MIXED WITH, FILL MATERIAL IN THE CONSTRUCTION OF EARTH EMBANKMENTS UNLESS OTHERWISE SHOWN ON THE DRAWINGS.

TOPSOIL MATERIAL USED AS A SURFACE DRESSING SHALL BE REASONABLY FREE OF CINDERS, DEBRIS, AND STONES. UNSUITABLE AND EXCESS TOPSOIL MATERIAL SHALL BE DISPOSED OFFSITE.

EARTHWORK

EXCAVATION : EXCAVATION SHALL BE ACCOMPLISHED BY CUTTING ACCURATELY TO THE CROSS SECTIONS, GRADES, AND ELEVATIONS SHOWN ON THE DRAWINGS.

SOFT, UNSTABLE, OR OTHERWISE UNSATISFACTORY MATERIALS ENCOUNTERED AT THE REQUIRED GRADES SHALL BE REMOVED AS DIRECTED AND REPLACED WITH APPROVED, PROPERLY COMPACTED MATERIAL.

COMMON EXCAVATION SHALL INCLUDE ALL MATERIAL WHICH CAN BE REMOVED BY COMMON EARTH EXCAVATION EQUIPMENT, OTHER THAN SOLID ROCK OR BOULDERS AND DETACHED PIECES OF ROCK, EACH EXCEEDING 2 CUBIC YARDS IN VOLUME.

ROCK EXCAVATION SHALL BE MATERIAL WHICH REQUIRES THE USE OF PNEUMATIC HAMMERS AND/OR EXPLOSIVES FOR REMOVAL.

SITE PREPARATION : IF EARTHWORK OPERATIONS ARE PERFORMED DURING WET SEASONS, CONTRACTOR SHALL AVOID OPERATING EQUIPMENT ON SATURATED SOILS. ANY WET SUBGRADE AREAS WHICH RECEIVE COMPACTED FILL SHALL BE DRAINED AND ALLOWED TO DRY. THE EXPOSED SUBGRADES OF THE BUILDING PAD AND ROADBEDS SHALL BE PROOFROLLED TO DETECT UNSUITABLE SOIL CONDITIONS. PROOFROLLING SHALL BE DONE AFTER A SUITABLE PERIOD OF DRY WEATHER TO AVOID DEGRADING THE SUBGRADE. PROOFROLLING SHALL BE PERFORMED WITH A HEAVILY LOADED DUMP TRUCK OR WITH SIMILAR APPROVED CONSTRUCTION EQUIPMENT.

SOFT MATERIALS ENCOUNTERED SHALL BE COMPLETELY EXCAVATED AND REPLACED WITH APPROVED FILL MATERIALS.

BENCHING : BENCHING SHALL CONSIST OF A SERIES OF HORIZONTAL CUTS BEGINNING AT THE TOE OF THE EXISTING SLOPED SURFACE AND CONTINUING AT EACH VERTICAL INTERSECTION OF THE PREVIOUS CUT. SATISFACTORY MATERIAL REMOVED DURING THIS OPERATION SHALL BE RECOMPACTED ALONG WITH THE NEW EMBANKMENT MATERIAL AS GENERALLY SPECIFIED, EXCEPT MOISTURE CONTENT SHALL BE MAINTAINED WITHIN 10 PERCENT OF THE OPTIMUM. BENCHING SHALL BE REQUIRED FOR ALL FILL EMBANKMENTS PLACED ON EXISTING SLOPES AS FOLLOWS :

SLOPES STEEPER THAN 4:1 BUT NOT STEEPER THAN 1½ :1, THE BENCH SHALL BE AT LEAST 6 FT. IN WIDTH.

EMBANKMENT : EMBANKMENT WORK SHALL CONSIST OF THE PLACEMENT AND COMPACTION OF FILL MATERIAL ABOVE THE NATURAL GROUND OR OTHER SURFACE IN CONFORMANCE WITH THE DRAWINGS.

MATERIALS : APPROVED SOILS USED IN COMPACTED FILLS SHALL BE FREE OF DEBRIS AND FIBROUS ORGANIC MATERIAL. FROZEN MATERIAL WILL NOT BE PERMITTED IN THE FILL. SATISFACTORY MATERIALS SHALL COMPRISE THOSE CLASSIFIED IN ACCORDANCE WITH THE UNIFIED SOIL SYSTEM, ASTM D-2487 AS GW, GP, SW, SP, SM, AND SC. THESE MATERIALS SHALL POSSESS A MAXIMUM DRY DENSITY OF 100 #/CU.FT. OR GREATER REFERENCED TO ASTM D-698 STANDARD PROCTOR. SOILS SHALL HAVE A LIQUID LIMIT LESS THAN 40 PERCENT AND A PLASTICITY INDEX LESS THAN 15. OTHER MATERIALS, WHEN APPROVED BY ENGINEERING, MAY BE PERMITTED IN FILL AREAS.

UNSATISFACTORY SOILS INCLUDE THOSE CLASSIFIED AS PT, OH OR OL, CH, MH, CL AND ML, AS REFERENCED TO ASTM D-2487.

COMPACTION : COMPACTION EQUIPMENT SHALL CONSIST OF VIBRATORY OR TAMPING ROLLERS, SHEEPSFOOT ROLLER, PNEUMATIC-TIRED ROLLERS, THREE-WHEEL POWER ROLLERS, WALK BEHIND VIBRATORY ROLLERS, VIBRATORY PLATE OR OTHER APPROVED EQUIPMENT WELL SUITED TO THE SOIL BEING COMPACTED.

APPROVED FILL MATERIAL SHALL BE PLACED IN UNIFORM HORIZONTAL LIFTS OF APPROXIMATELY 8" DEPTH (LOOSE MEASUREMENT), EXCEPT FOR ROAD MATERIALS ABOVE SUBGRADE ELEVATION AND THE UPPER 12" OF BUILDING PADS WHICH REQUIRE 6" LIFTS. WHERE WALK BEHIND ROLLERS AND VIBRATORY PLATE COMPACTORS ARE USED, THE LIFT THICKNESS SHALL NOT EXCEED 4".

EARTHWORK CONT'D

GENERALLY, FILLS SHALL BE COMPACTED TO AT LEAST 95 PERCENT OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D-698), WITH MOISTURE CONTENT RANGING BETWEEN LESS THAN 3 PERCENT UP TO THE OPTIMUM AS DETERMINED BY THE PROCTOR DENSITY TEST. THE UPPER 12" OF ROADBEDS AND CONTROL ENCLOSURE BUILDING PADS REQUIRE 98 PERCENT COMPACTION REFERENCED TO ASTM D-698, WITH MOISTURE CONTENT MAINTAINED WITHIN 2 PERCENT OF THE OPTIMUM. EACH SUCCESSIVE LIFT WILL BE PLACED ON FIRM APPROVED SUBGRADE OR COMPACTED FILL. WHERE PREVIOUS LIFTS ARE FOUND TO BE UNACCEPTABLE, THE AREA WILL BE SCARIFIED, AERATED OR MOISTENED, RECOMPACTED OR REMOVED, AND REPLACED AS REQUIRED.

DRAINAGE : THE FILL SURFACE SHALL BE ADEQUATELY MAINTAINED DURING CONSTRUCTION. THE SURFACE SHALL BE SLOPED TO ACHIEVE SUFFICIENT DRAINAGE, AND TO PREVENT WATER FROM PONDING ON THE FILL. IF PRECIPITATION IS EXPECTED WHILE FILL CONSTRUCTION IS TEMPORARILY HALTED, THE SURFACE SHALL BE ROLLED WITH RUBBER-TIRED OR STEEL-DRUMMED EQUIPMENT TO IMPROVE SURFACE RUNOFF. FOR PLACEMENT DURING OR AFTER DIFFICULT WEATHER CONDITIONS, WET OR FROZEN MATERIAL SHALL BE REMOVED.

FINISHED GRADE TOLERANCES : THE TOP OF EARTHWORK FOR SUBSTATION PAD AND ROADWAY TRAVEL AREAS SHALL BE WITHIN 0.10 FT. ABOVE OR BELOW THE THEORETICAL GRADE.

EARTH SLOPES : EXCAVATED SLOPES STEEPER THAN 3:1 SHALL BE ROUGH GRADED IN A MANNER TO PROVIDE HORIZONTAL RIDGES AND GROOVES HAVING AN AVERAGE DEVIATION NO GREATER THAN 0.75 FT. FROM THE THEORETICAL LINE OF THE TYPICAL CROSS SECTION.

EXCAVATED SLOPES 3:1 OR FLATTER SHALL BE UNIFORMLY FINISHED AND SHALL NOT DEVIATE FROM THE THEORETICAL PLANE SURFACE BY MORE THAN 0.50 FT.

EMBANKMENT SLOPES STEEPER THAN 3:1 SHALL BE ROUGH GRADED IN A MANNER TO PROVIDE HORIZONTAL RIDGES AND GROOVES NOT MORE THAN 0.50 FT. FROM THE THEORETICAL LINE OF THE TYPICAL CROSS SECTION.

EMBANKMENT SLOPES 3:1 OR FLATTER SHALL BE UNIFORMLY FINISHED AND SHALL NOT DEVIATE FROM THE THEORETICAL PLANE SURFACE BY MORE THAN 0.50 FT.

ROCK SLOPES : SHALL NOT DEVIATE FROM A PLANE SURFACE BY MORE THAN 2.0 FT. AND SHALL NOT DEVIATE FROM THEIR THEORETICAL LOCATION BY MORE THAN 2.0 FT. MEASURED ALONG ANY LINE PERPENDICULAR TO THE THEORETICAL SLOPE LINE.

MATERIALS / INSTALLATION

WVDOH & VDOT : ITEMS REFERENCED TO THE WEST VIRGINIA DEPARTMENT OF HIGHWAYS OR VIRGINIA DEPARTMENT OF TRANSPORTATION SHOWN ON THE DRAWINGS SHALL CONFORM TO THE REQUIREMENTS OF THEIR LATEST STANDARDS AND SPECIFICATIONS.

MANUFACTURERS' ITEMS : ITEMS REFERENCED TO SPECIFIC MANUFACTURERS OR BRAND NAMES SHALL BE SUBJECT TO ANY RECOMMENDATIONS OR LIMITATIONS PERTAINING TO THEIR INSTALLATION OR USE.

REQUESTS FOR SUBSTITUTIONS MUST BE APPROVED BY ENGINEERING. SUFFICIENT INFORMATION REGARDING REQUESTS MUST BE RECEIVED BY ENGINEERING 10 DAYS IN ADVANCE OF APPROVAL.

TEMPORARY STREAM CROSSINGS

EXISTING STREAMS SHALL BE CROSSED AS DEPICTED ON PLANS. FORD CROSSINGS WILL EITHER BE BY PRE-FABRICATED STEEL BRIDGES OR LAMINATED EMTEK BRIDGE MATERIAL AS SHOWN ON PLANS. BRIDGE DESIGN PROVIDED BY MANUFACTURER OR OTHERS. EROSION AND SEDIMENT CONTROL MEASURES (TYP. SILT FENCE WINGWALLS PER DETAIL 9 ON SHEET C7-05) SHALL BE INSTALLED AT TEMPORARY STREAM CROSSINGS TO PREVENT SEDIMENT TRANSPORT TO STREAM. EXISTING CULVERTS (DAMAGED, CORRODED, OR WITH INSUFFICIENT COVER FOR CONSTRUCTION TRAFFIC) SHALL BE SPANNED WITH TIMBER MAT BRIDGES. APPROXIMATE TIMBER MAT BRIDGE LENGTHS ARE SHOWN ON PLANS. FOR ANY EXISTING CULVERT NOT DEPICTED ON THE PLANS, CONTRACTOR TO DETERMINE REQUIRED TIMBER MAT BRIDGE LENGTH.



Dewberry Engineers Inc.  
4805 LAKE BROOK DRIVE  
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TRANSMISSION LINE REBUILD

PROJECT TL 550

CONSTRUCTION DOCUMENTS

GEORGE WASHINGTON NATIONAL FOREST  
WEST VIRGINIA & VIRGINIA

PRELIMINARY  
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SCALE

3	07/30/21	ARB	FOR REVIEW
2	06/14/21	ARB	FOR REVIEW
1	02/25/21	ARB	FOR REVIEW
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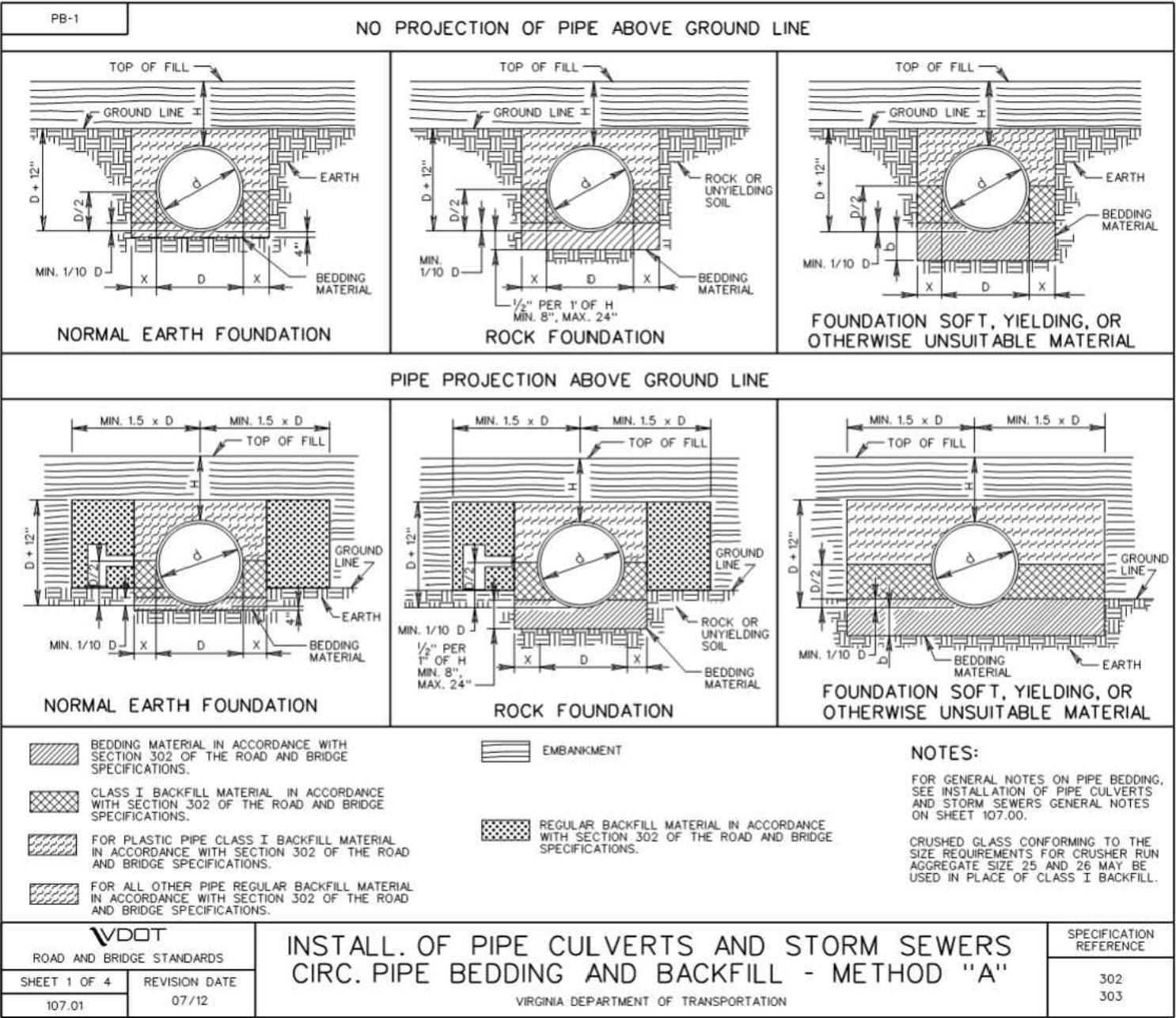
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TITLE	

SITE PREPARATION  
PERFORMANCE  
SPECIFICATIONS

PROJECT NO. 50106442

C7-01

SHEET NO.



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3	07/30/21	ARB	FOR REVIEW
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0	02/10/21	ARB	DRAFT FOR REVIEW

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CHECKED BY	KP
DATE	07/30/2021

TITLE

CONSTRUCTION  
DETAILS

PROJECT NO. 50106442

C7-02

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TITLE	

CONSTRUCTION  
DETAILS

PROJECT NO. 50106442

C7-03

SHEET NO.

2016 ROAD & BRIDGE STANDARDS

PC-1

CORRUGATED ALUMINUM ALLOY PIPE- 2 2/3" x 1/2" CORRUGATIONS								
PIPE DIAMETER  INCHES	AREA  SQ. FT.	MAXIMUM HEIGHT OF COVER IN FEET					MINIMUM SHEET THICKNESS FOR ENTRANCE PIPES WITH LESS THAN 1 FT. COVER (GAUGE)	
		SHEET THICKNESS IN INCHES (GAUGE)						
		0.060 (16)	0.075 (14)	0.105 (12)	0.135 (10)	0.164 (8)		
12	0.8	141	176	247	318	389	16	
15	1.2	112	141	197	254	311	16	
18	1.8	93	117	164	212	259	16	
21	2.4	80	100	140	181	221	16	
24	3.1	69	87	123	158	193	16	
27	4.0		77	109	140	172	14	
30	4.9		69	98	126	154	14	
33	5.9		63	88	114	140	14	
36	7.1		57	81	105	128	14	
42	9.6			69	89	109	12	
48	12.6			60	78	95	12	
54	15.9			53	69	84	12	
60	19.6				61	75	10	
66	23.8					68	8	
72	28.3					62	8	

CORRUGATED ALUMINUM ALLOY PIPE- 3" x 1" CORRUGATIONS								
PIPE DIAMETER  INCHES	AREA  SQ. FT.	MAXIMUM HEIGHT OF COVER IN FEET						
		SHEET THICKNESS IN INCHES (GAUGE)						
		0.060 (16)	0.075 (14)	0.105 (12)	0.135 (10)	0.164 (8)		
36	7.1	52	66	93	126	148		
42	9.6	44	56	80	107	127		
48	12.6	38	49	69	93	110		
54	16.0	34	43	61	83	98		
60	19.6	30	38	54	74	87		
66	23.8	26	34	49	67	79		
72	28.3	24	31	45	61	72		
78	33.2		28	41	56	66		
84	38.5			37	51	61		
90	44.2			34	47	57		
96	50.3			32	44	53		
102	56.7				41	49		
108	63.6				38	46		
114	70.9					43		
120	78.5					41		

NOTES:

1. COVER HEIGHTS INDICATED IN TABLES ARE FOR FINISHED CONSTRUCTION, USING AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND ASSUMING 25% METAL LOSS AT END OF DESIGN LIFE.

2. TO PROTECT PIPE DURING CONSTRUCTION, MINIMUM HEIGHT OF COVER TO BE IN ACCORDANCE WITH TABLE A PRIOR TO ALLOWING CONSTRUCTION TRAFFIC TO CROSS INSTALLATION. THE COVER SHALL EXTEND THE FULL LENGTH OF THE PIPE. THE APPROACH FILL RAMP IS TO EXTEND A MINIMUM OF 20 DIAMETERS ON EACH SIDE OF THE PIPE OR THE INTERSECTION WITH A CUT.

3. STANDARD MINIMUM FINISHED HEIGHT OF COVER FOR ALL PIPES, EXCEPT THOSE UNDER ENTRANCES, SHALL BE 2.0' OR 1/2 DIAMETER, WHICHEVER IS GREATER. IN CASES IN WHICH THESE COVER HEIGHTS CANNOT BE ACHIEVED, AN ABSOLUTE MINIMUM FINISHED COVER HEIGHT OF 1.0' OR 1/8 DIAMETER, WHICHEVER IS GREATER, WILL BE ALLOWED ONLY IF ALL POSSIBLE MEANS TO OBTAIN THE STANDARD VALUE HAVE BEEN EXHAUSTED. THE MINIMUM FINISHED HEIGHT OF COVER FOR PIPES UNDER ENTRANCES IS 9" FOR PIPE DIAMETERS EQUAL TO OR LESS THAN 18" AND 12" OR 1/8 DIAMETER, WHICHEVER IS GREATER, FOR PIPE DIAMETERS GREATER THAN 18".

4. SEE STANDARD PB-1 FOR PIPE BEDDING AND BACKFILL REQUIREMENTS.

TABLE A	
PIPE DIAMETER	MINIMUM COVER HEIGHT DURING CONSTRUCTION (SEE NOTE 2)
12" TO 27"	18"
30" AND OVER	EQUAL TO DIAMETER

SPECIFICATION REFERENCE	A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.		VDOT	
	CORRUGATED ALUMINUM ALLOY PIPE		ROAD AND BRIDGE STANDARDS	
	HEIGHT OF COVER TABLE FOR HL-93 LIVE LOAD		REVISION DATE	SHEET 4 OF 18
232 302	VIRGINIA DEPARTMENT OF TRANSPORTATION		11/15	107.08

2016 ROAD & BRIDGE STANDARDS

SEAL

PRELIMINARY  
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SCALE

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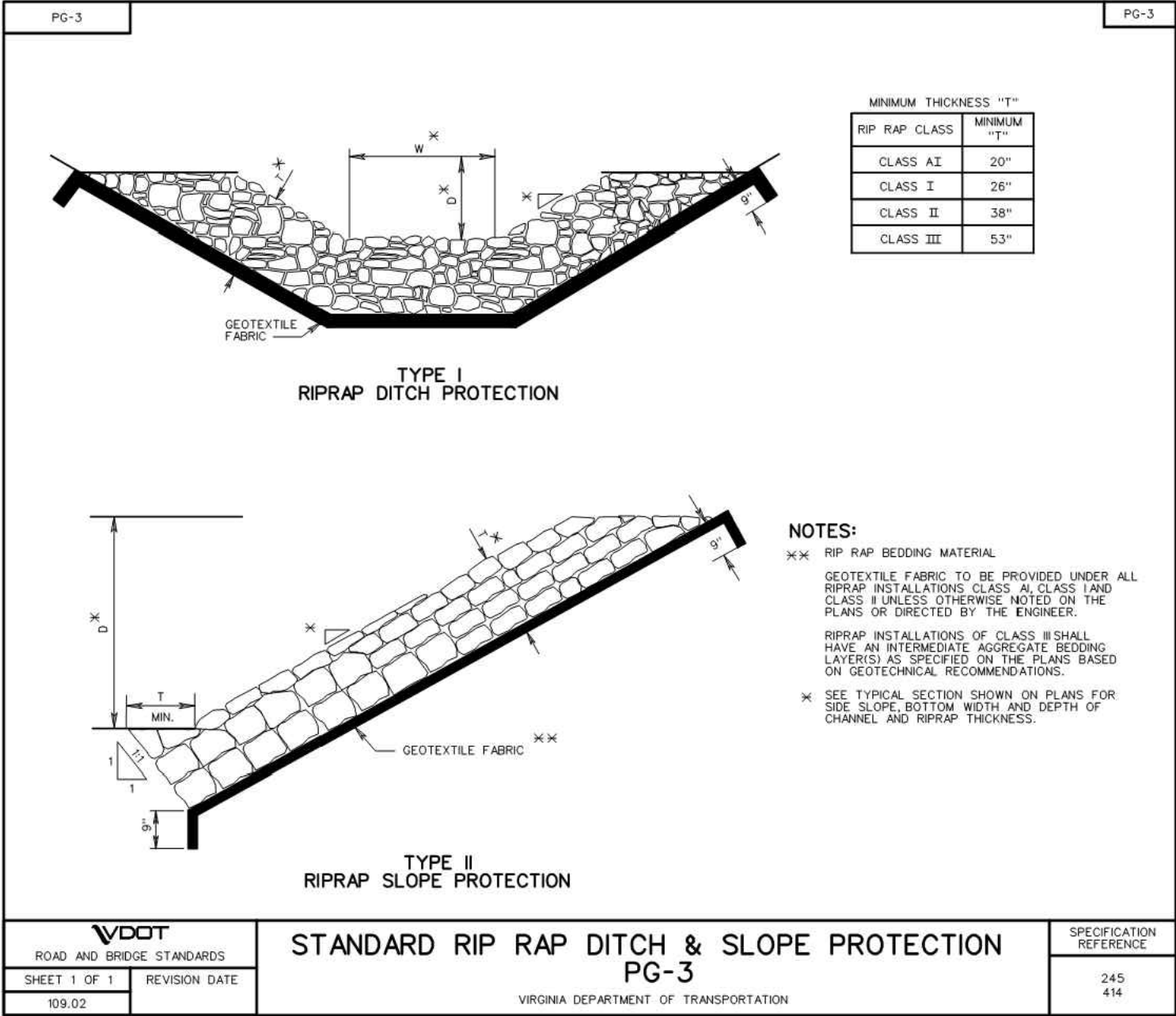
CONSTRUCTION  
DETAILS

PROJECT NO. 50106442

C7-04

SHEET NO.

2016 ROAD & BRIDGE STANDARDS



TRANSMISSION LINE REBUILD  
PROJECT TL 550  
CONSTRUCTION DOCUMENTS  
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SCALE

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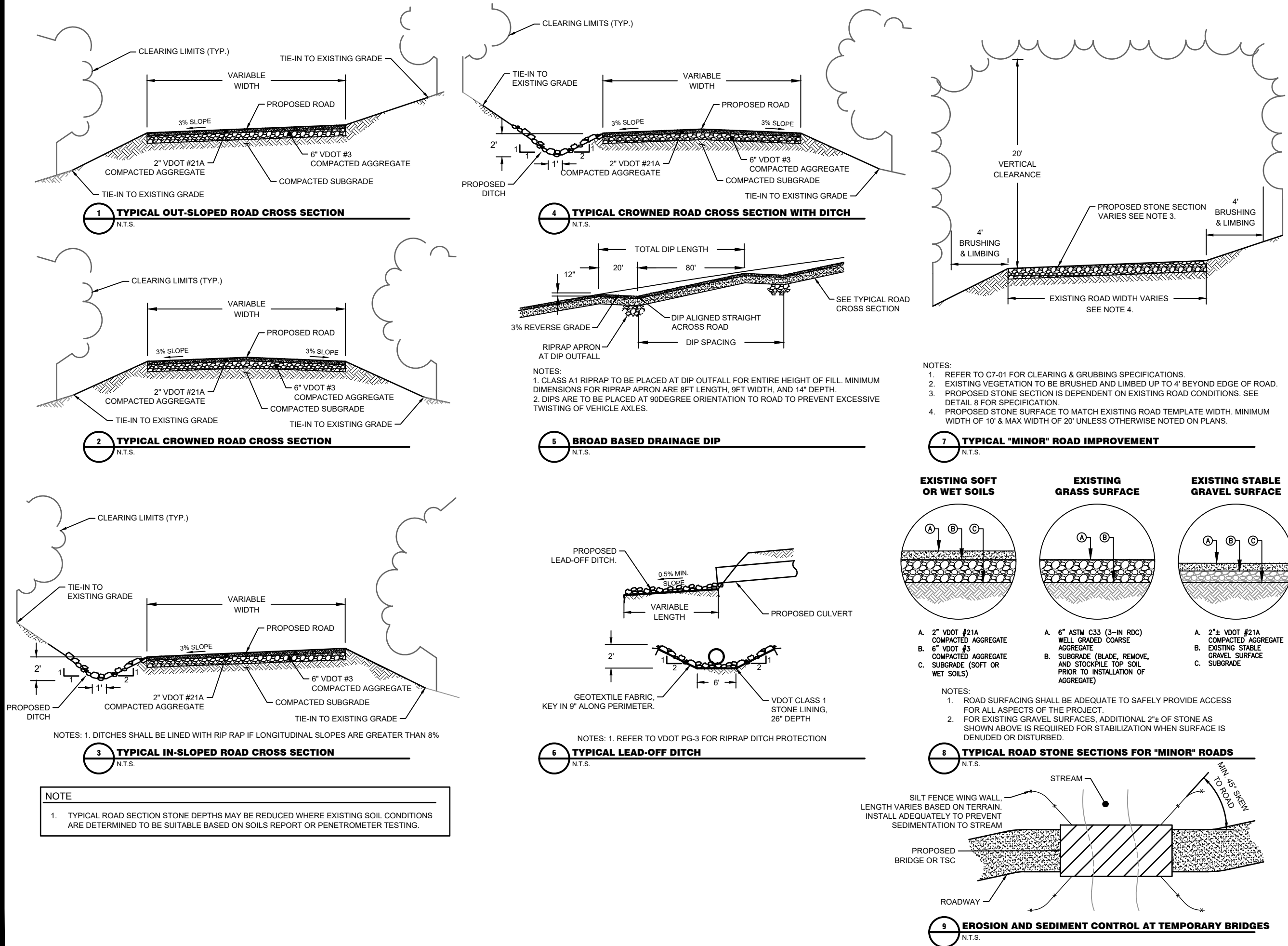
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APPROVED BY	<u></u>
CHECKED BY	<u>KP</u>
DATE	<u>07/30/2021</u>
TITLE	

CONSTRUCTION  
DETAILS

PROJECT NO. 50106442

C7-05

SHEET NO.



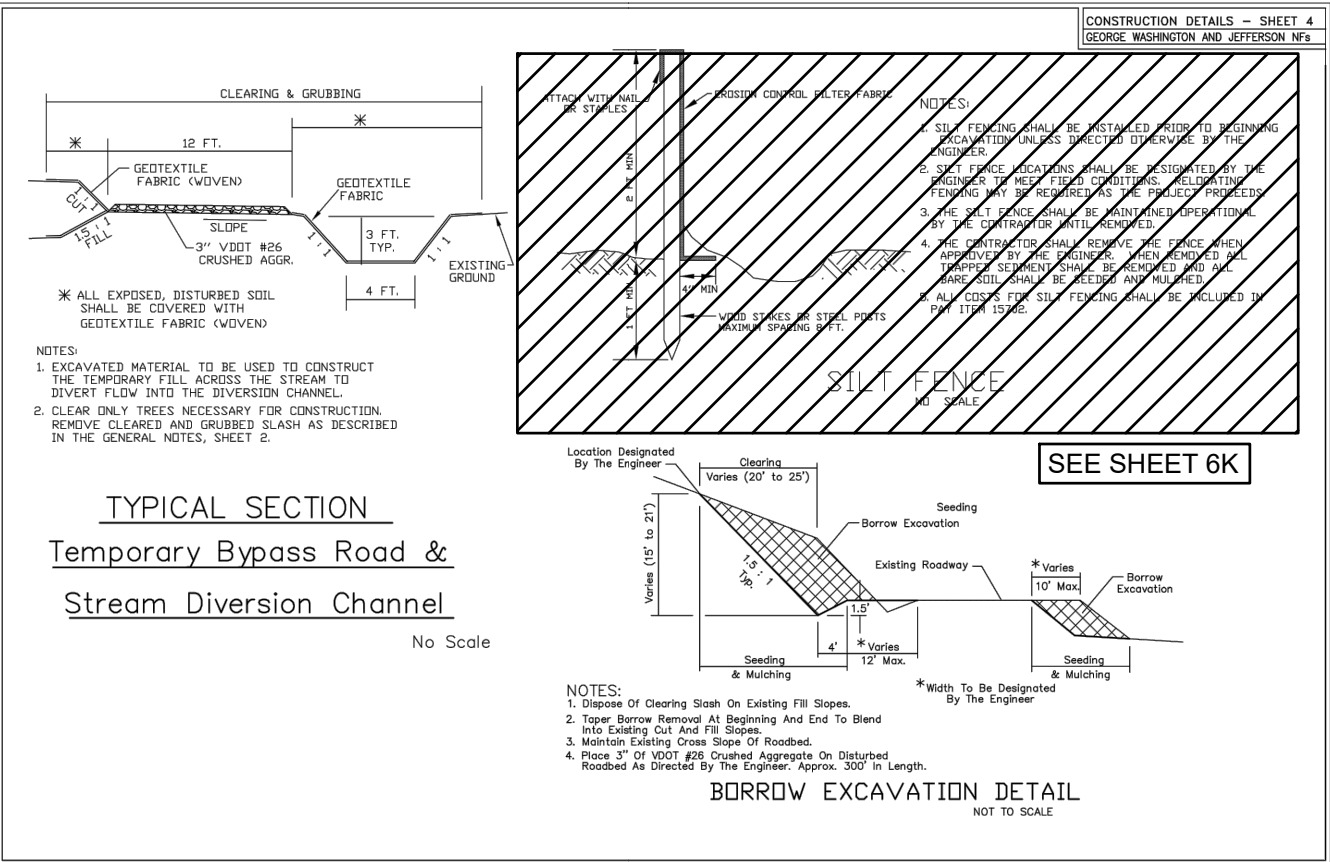
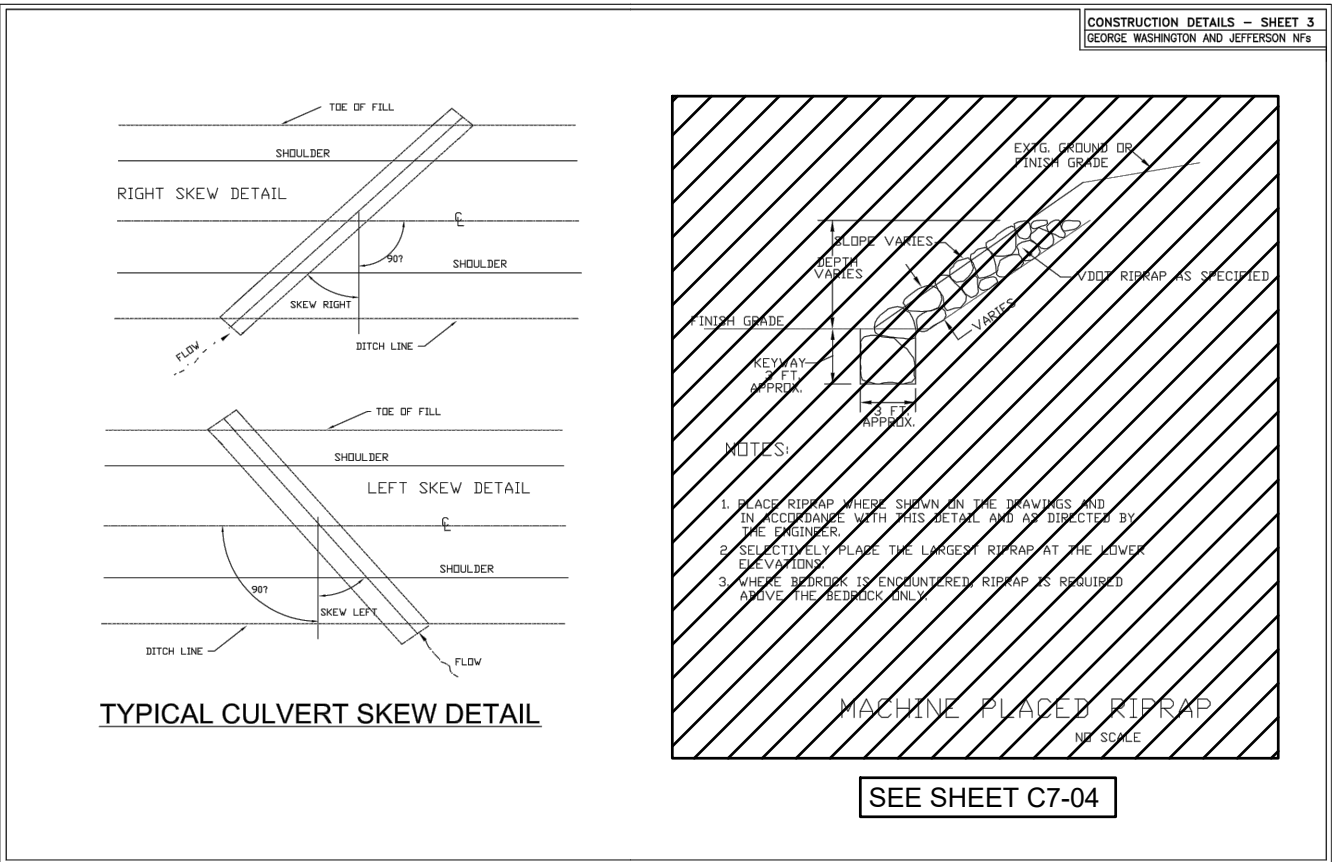
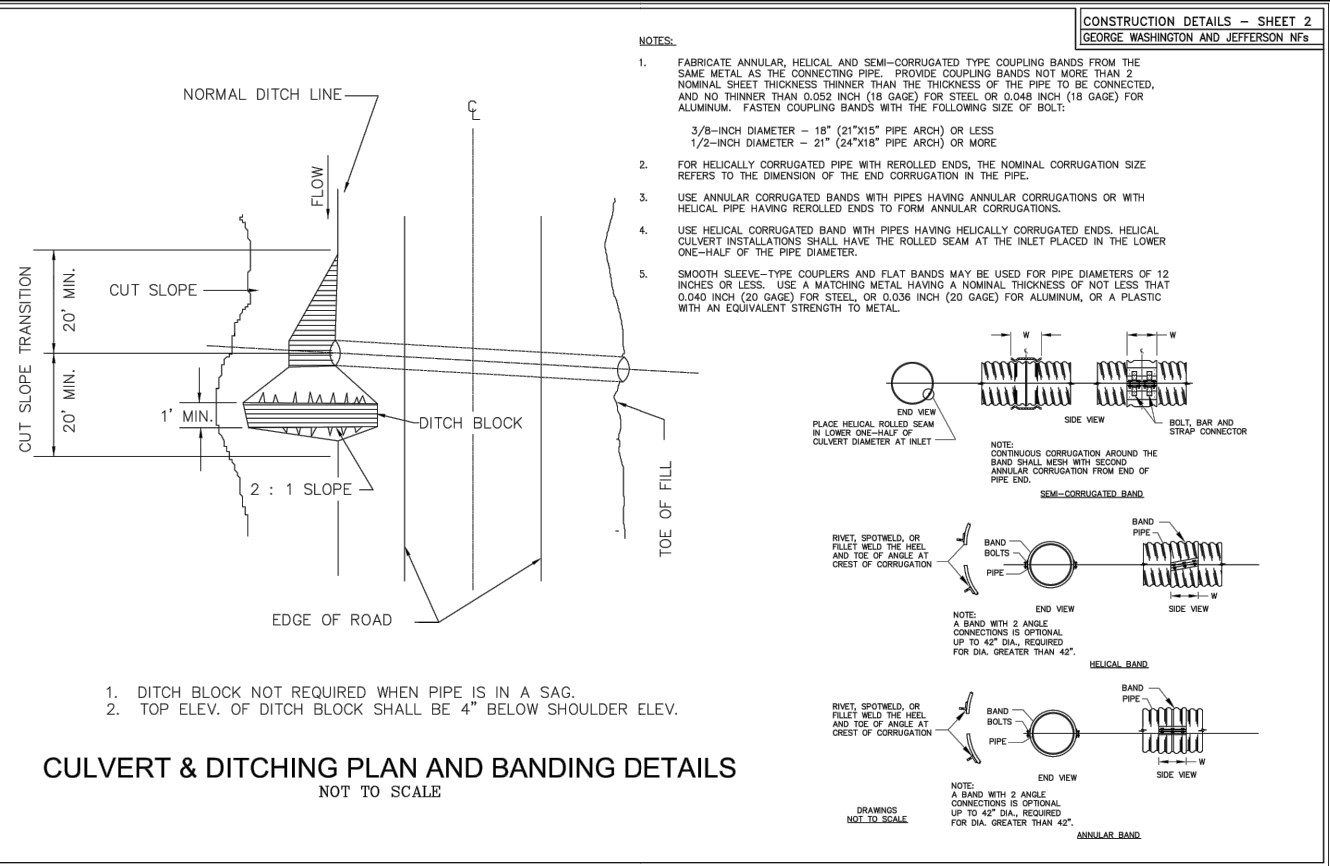
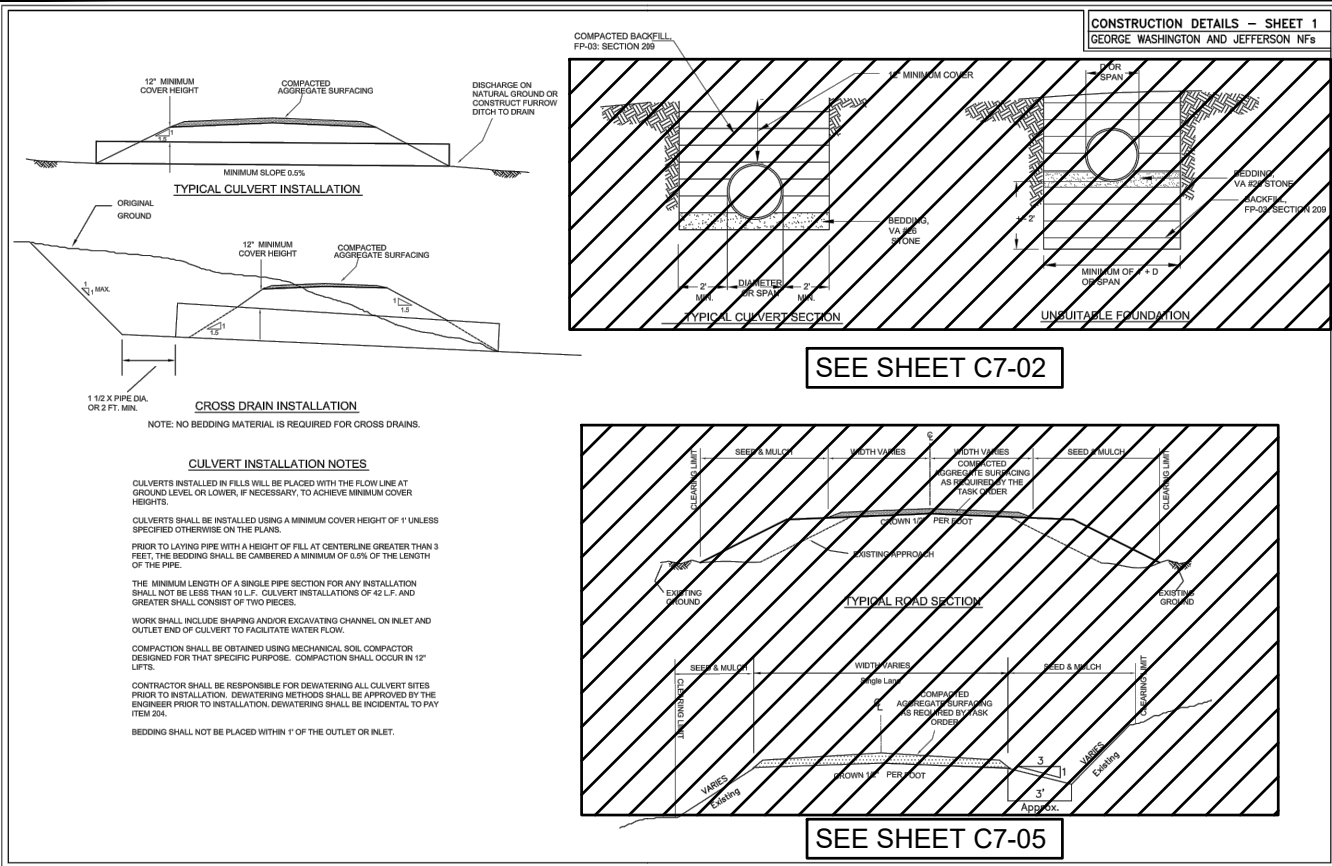
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2	06/14/21	ARB	FOR REVIEW
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No.	DATE	BY	Description

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DATE	07/30/2021
TITLE	

CONSTRUCTION  
DETAILS

PROJECT NO. 50106442

C7-06



TRANSMISSION LINE REBUILD  
PROJECT TL 550  
CONSTRUCTION DOCUMENTS  
GEORGE WASHINGTON NATIONAL FOREST  
WEST VIRGINIA & VIRGINIA

SEAL

PRELIMINARY  
NOT FOR CONSTRUCTION

SCALE

3	07/30/21	ARB	FOR REVIEW	
2	06/14/21	ARB	FOR REVIEW	
1	02/25/21	ARB	FOR REVIEW	
0	02/10/21	ARB	DRAFT FOR REVIEW	
No.	DATE	BY	Description	

REVISIONS	
DRAWN BY	ARB
APPROVED BY	
CHECKED BY	KP
DATE	07/30/2021
TITLE	

CONSTRUCTION  
DETAILS

PROJECT NO. 50106442

C7-07

SHEET NO.

TIMBER MAT (1 of 5)

ATTACHMENT II  
MAT Specifications & Dimensions

3 Ply Laminated Mat 8' x 14'

- 2" x 8" oak boards; rough cut
- Top - (8) 14' boards equally spaced
- Middle - (15) 8' boards equally spaced
- Bottom - (9) 14' boards equally spaced
- (95) 3/8" bolts willange nut; bolts flush with nut or can be countersunk
- (2) 3/8" hoist chains
- \*See Exhibit "Dominion 3 Ply Spec/Bolt Pattern"

2 Ply Laminated Mat 8' x 14'

- 2" x 8" oak boards; rough cut
- Top - (9) 14' boards equally spaced
- Bottom - (9) 8' boards equally spaced
- (77) 3/8" bolts willange nut; bolts flush with nut or can be countersunk
- Hoist chains not required
- \*See Exhibit "Dominion 2 Ply Spec/Bolt Pattern"

Crane Mats: 12' 4" x 12' and 12' 4" x 8'

1220 Crane Mat Specification

- (4) 12" x 12" Solid Oak stock 20' long
- Bolted together with 1" steel threaded rod; recessed with nut and washer; end rods to be 12-14 inches from end with remaining rods equal distant.
- \*See Exhibit "Dominion Crane Mat Spec and Pattern"

820 Crane Mat Specification

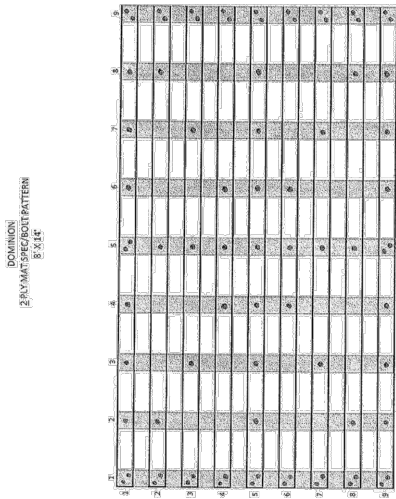
- (4) 8" x 8" Solid Oak stock 20' long
- Bolted together with 1" steel threaded rod; recessed with nut and washer; end rods to be 12-14 inches from end with remaining rods equal distant.
- \*See Exhibit "Dominion Crane Mat Spec and Pattern"

\*\*\* Mats to be designed using Dominion's standard specification, See Material Specs And Requirements per Attachment II.

\*\*\* ALL boards shall be solid OAK and no mixed hardwood will be accepted for Mat Materials regarding this bid.

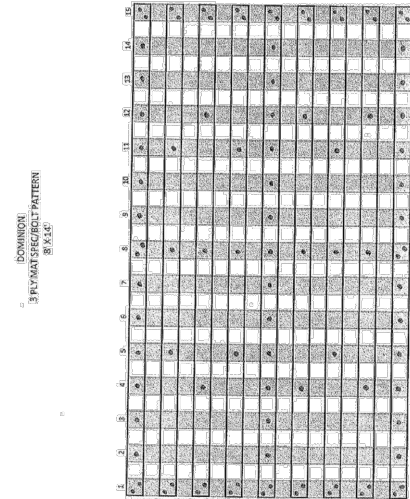
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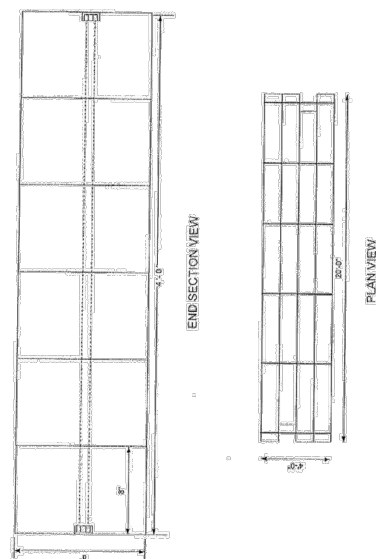
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TIMBER MAT (3 of 5)



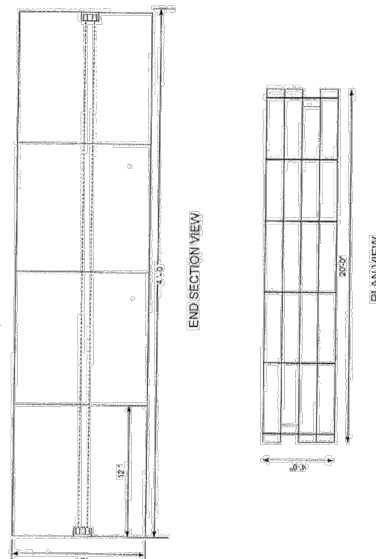
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TIMBER MAT (5 of 5)



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